Rs. 600 crore per annum over the long run, which would eventually reduce cost per passenger mile. However, the exact details with regard to cost per passenger-mile has not been worked out at present.

Emergency landings at IGIA

4279. SHRI SANJAY RAUT:
SHRI MANOHAR JOSHI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that three emergency/precautionary landings were made by AI/Indian at IGI Airport, Delhi in April, 2007, the cause of which has been mainly attributed to hydraulic leakage;

(b) whether it is also a fact that Government have already taken up the issue of the hydraulic leakage in flexible hoses with Airbus which has suggested design changes, although some changes have been carried out and the rest are still in progress; and

(c) whether Government propose to consider changing the old fleet on a war footing to avoid such recurrence?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Two Air India aircraft operating flight AI-349 and AI-737 made emergency landings at Delhi during April, 2007. However, these were not due to hydraulic leakage.

As regards Indian Airlines, there were 2 precautionary landings related to Hydraulic System made by A320 aircraft in April, 2007.

(b) Yes, Sir. Infact, Air India has implemented all applicable solutions in its fleet resulting in considerable reduction of hydraulic leaks on A310 aircraft.

(c) As the aircraft get older, some snags develop on the components and structural members of the aircraft due to wear and tear and the cyclic load subjected on them. From time to time, the manufacturers prescribe maintenance requirements for each type of aircraft. DGCA ensures that the operators strictly follow the manufacturers instructions for maintenance of their aircraft. Thus, every aircraft of Air India and Indian Airlines is maintained as per manufacturers instructions and is considered airworthy and safe for operations.

However, for modernization of its fleet and for expansion of routes, both the airlines are in the process of inducting new aircraft in their fleet. While, Air India has signed a purchase agreement with M/s Boeing for purchase of 68 aircraft, Indian Airliens Limited has signed an agreement with M/s Airbus Industries for procurement of 43 Airbus aircraft. The above fleet expansion programme envisages induction of aircraft in a phased manner and also phasing out of some of their older aircraft in the present fleet.

Modernization of IGIA

4280. SHRI AMAR SINGH:
SHRI ABU ASIM AZMI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Delhi International Airport Ltd. has started implementation of the Master Plan for the expansion and modernization of Indira Gandhi International Airport;

(b) if so, the details thereof and the steps so far undertaken by it; and

(c) by when the entire modernization of the airport would be completed?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. Major developmental works undertaken by Delhi International Airport (Private) Limited (DIAL) in the first phase of modernisation at Delhi airport include expansion of Domestic Terminal (T1), refurbishment of International Terminal (T2), construction of a new runway and associated taxiways and new passenger terminal (T3). On completion, these facilities would cater to a traffic of 37 million passenger per annum.

(c) The first phase of the modernisaton would be completed by mid 2010.

Special terminal at GMR-HIAL

4281. SHRI M.V. MYSURA REDDY: Will the Minister of CIVIL AVIATION be pleased to state: